

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 24th August, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, 200 Cases GIN, 78 Cases GERMAN BEER, 11 Cases FRANKFORT SAUSAGES, 1 Case LIVER PIE, 13 Boxes HAVANA CIGARETTES, 12 Cases SALT, AND 7 Cases SHIP'S CHANDLERY. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd August, 1904. [953]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW, the 24th August, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUNDRELL STREET, A COLLECTION

of JAPANESE CURIOS AND SILVERWARE, Comprising—

FINE OLD SATSUMA JAR, very fine IMARI PLATES, IMARI PORCELAIN, OLD NESUKIS, INLAID SWORD GUARDS, FINELY CARVED CABINETS (Red lacquer and Gold inlaid), LACQUERED PANELS, RED LACQUERED STANDS AND BOXES, SILK EMBROIDERED SCREENS, BROCADED PURSES, &c., &c., &c.

AND A Few Specimens of JAPANESE SILVERWARE. On view from TUESDAY, the 23rd August. Catalogues will be issued. TERMS—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 23rd August, 1904. [953]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 24th August, 1904, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, (Corner of Ice House Street).

THE British Screw Steamer "HOICHIKING," Built in London in 1879, Length over all 175 feet, Breadth 26 feet, Depth 14 feet, Gross Tonnage 500, H. P. nominal 200, Cylinder 28 in. by 48 in. Stroke 22 in. Revolution of engine per minute 80, Working Pressure 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers. TERMS—As usual. For Further Particulars, apply to—

HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd August, 1904. [910]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDDEPHAT, Esq., to Sell by PUBLIC AUCTION, ON

FRIDAY, the 26th August, 1904, at 2.30 P.M., within his residence, No. 3, Lyceum Villas, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising—

DOUBLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with GLASS, DINER WAGON, DINNER SERVICE, GLASSWARE, MARBLE TOP BLACKWOOD FLOWER STANDS, PICTURES, COOKING STOVE and UTENSILS, &c., &c., &c.

ALSO 2 COTTAGE PIANOS, one by Dunmo, Ellis & Hill, London, and the other by Jul. Bernh. Schroeder, Magdeburg, (both in good order and condition); AND

A Quantity of PALMS in POTS. Catalogues will be issued. TERMS—As usual.

M.B.—Most of the above Furniture is Mariburk's make. HUGHES & HOUGH, Auctioneers.
Hongkong, 22nd August, 1904. [952]

Entertainment.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS, on

SATURDAY, August 27th, at 9 P.M. Tickets ... \$1 and \$2. May be obtained from Kelly & Walsh or Volunteer Headquarters.

If wet, the Concert will take place at the Theatre, City Hall. Hongkong, 22nd August, 1904. [959]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 24th May, 1904. [952]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED. NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board, C. MOONEY, Secretary.
Hongkong, 17th August, 1904. [941]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed:

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904. By Order of the Board, EDWARD OSBORNE, Secretary.

933] A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$500,000 divided into 50,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 22nd June, 1904. [754]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE OF \$125 is Payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.
Hongkong, 20th August, 1904. [957]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 1/2 per Share and BONUS of 4 1/2 per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-yearly Meeting, will be Payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.
Hongkong, 22nd August, 1904. [961]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

THE TRANSFER BOOKS of the Company will be CLOSED from 15th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.
Hongkong, 9th August, 1904. [952]

TELEGRAMS.

(N. C. D. News.)

The Naval Battle off Ulsan.

Tokio, 15th August.

Admiral Kamimura, while on a reconnoitring cruise off Ulsan, south-eastern Korea, encountered the Vladivostok squadron, who were making for the direction of Okinoshima.

Upon seeing the Japanese they attempted to fly, but firing was opened at 5.23 a.m., the *Isurume* (9,800 tons) *Asuma* (9,456 tons) *Tokitsuna* (9,750 tons), and *Tsuru* (9,800 tons) participating.

The slowest of the Russian vessels, the *Rurik*, was the object of a sharp fire. The *Rossia* and *Gromobol*, being pressed by the Japanese, who were formed in a T shape, caught fire several times.

The *Rurik* began to sink by the stern, on which the *Takachiko* and *Nanika* (3,727 tons each) approached her, and the other Japanese pursued the enemy; but upon the total sinking of the *Rurik*, they assembled and rescued about 600 Russians. The Japanese casualties were over a hundred.

A rescript from the Emperor warmly appreciates Kamimura's action.

[Ulsan is in Commemoration Bay, a little north of Fusan.—ED.]

Tokio, 18th August.

Admiral Kamimura, being interviewed at the Journalists' Club, Saseho, said that when he was on his way back from a reconnoitring cruise, he found the Vladivostok squadron ahead of him to the southward, at 5 o'clock in the morning of the 14th inst. in fine weather. They had probably passed close to him in the night.

Had he discovered them an hour later, the enemy might have passed the straits.

The Japanese, flooded by the sunshine, from the north-east, intercepted the enemy then turning north.

Admiral Kamimura does justice to the valour and tenacity of the Russians.

The Japanese rescued even the birds on board the *Rurik*.

The Admiral believes that the *Rossia* and *Gromobol* were put hors de combat, but the Japanese must prepare for desperate manoeuvres on their part after they are repaired.

A Raid on a Train of Hungtutse.

Kaopante, 15th August.

On Sunday eighty Hungtutse, led by disguised Japanese, raided a train at Kaopante in order to seize some native interpreters charged with being Russian spies, in revenge for what occurred in 1901.

The railway officials interfered in the fight and the spies escaped, the Hungtutse retiring to Hsinmintun to rob the refugees and catch the spies on their way to Mukden.

Three special trains full of refugees are en route to Mukden, and there are now a hundred Imperial troops here.

[Kaopante is the junction of the Hsinmintun branch of the Shanhaikuan-Newchwang railway, and is about 50 miles north-west of Newchwang.—ED.]

A Skirmish near Hsinmintun.

Hsinmintun via Tientsin, 12th August.

Three hundred Chinese led by eight Japanese, attacked the Russians seven miles east of this yesterday, killing five. A regiment of Cossacks is pursuing them to-day.

News of Port Arthur.

Tokio, 13th August.

The Russian casualties at Port Arthur hitherto are estimated at 7,000. The *morale* of the enemy's camp is very poor, and encourages the belief that the doom of Port Arthur is imminent, and that the resistance when the general attack is made will be slight.

Tokio, 16th August.

The Japanese are urging the besieged to surrender.

It is reported that the big old godown at Port Arthur is ablaze.

Chefoo, 16th August.

After the naval battle on the 10th, four large men-of-war returned to Port Arthur, two with three funnels and two with two funnels each.

On Huchiatun, north-west of Port Arthur, the Japanese have constructed forts, the shells from which are falling into the town and harbour.

The "Retschitnei" Incident.

Tokio, 17th August.

It is believed here that the Japanese Government has decided that it is not involved in this matter, which it regards as merely a question between Russia and China.

The Japanese Government also holds the opinion that belligerent action in neutral waters is not necessarily prohibited without exception; but that a belligerent is entitled to capture an enemy's ship when the latter is guilty of a breach of neutrality.

The Next Battlefield.

Tokio, 18th August.

The Russians at Anshanien amount to six divisions with about 100 guns. They are erecting temporary fortifications.

The Russian Losses at Port Arthur.

Tokio, 18th August.

The Russian casualties at Port Arthur to date amount to over 10,000.

(China Times.)

Sensational News from Liaoyang.

Yingkow, 12th August.

Most of the Russians have retired to Shilipo, 60 li northeast of Liaoyang. Their stores have been removed to Tieling.

The railway station at Liaoyang has been destroyed by the Russians themselves.

(Jap'n Exchange.)

Mistook Friends for Foe.

Chefoo, 8th August.

According to the crew of a junk which arrived here just now from a certain place near Port Arthur, Russian warships fired upon their own battery at a place eight Chinese miles north of Port Arthur a few days ago, having taken it for a Japanese battery. Over eighty Russians were killed on the spot.

Trouble with France at Inkao.

Tientsin, 6th August.

The Japanese Military Administrative Commissioners have applied to the French Consul to remove the French flag on the Russian Consulate at Inkao. The French Consul appears to have claimed the right of flying his flag on the building on the plea that he had been appointed Honorary Consul for Russia. The question is still unsettled. On August 4 a Russian woman arrived at Inkao from Tientsin. The Japanese refused to permit her to live in the city for reasons which they made known to her. It is alleged that the French Consul tried to take her away with him, whereupon both are said to have been detained.

"SEALED PESOS"

Every one knows that Mexican silver dollars circulate in the Far East, especially in China. But it seems the Mexican minting is not enough of a certificate of character. A peso that has long been in circulation in China is covered with Chinese characters. The bankers, of whom there are hundreds in China, who receive Mexican dollars affix to them their seals to guarantee their legitimacy, and as pesos circulate and go from one bank to another they are being, marked by all banks which receive them. In case the peso proves to be illegal the banker who sealed it last has to change it for good money and withdraw it from circulation. When the pesos are completely covered with seals they are sent back to Mexico to be resealed, the expense being paid by all the bankers whose seals are seen on the coin. It is in accordance with a recent agreement. But it often happens that dollars, although marked all over their two faces, continue in circulation and are highly esteemed, as the seals are so many guarantees that they are genuine. The decision to seal pesos was taken because illegal coins began to circulate in China.—S.F. Call.

SUICIDE IMPULSE AT SEA.

Births, marriages and deaths are very common at sea; cases of suicide although not materially swelling the records of deaths, are by no means infrequent. It often happens that mental depression is accentuated by the vastness and solitude of the ocean. The sense of loneliness, helplessness and insignificance has been known to develop into suicidal tendencies. Strangely enough, during an actual tempest the sense of self-preservation seems to overpower the desire for self-destruction. Some months ago a young lady on board a steamer bound for a Canadian port evinced much apprehension as to her safety during a violent storm. Less than two days later, when the sea was calm and sailing conditions pleasant, she climbed over the bulwarks and threw herself into the ocean.

The fascination of watching the swift flow of water from the propellers at the stern of a vessel is a well-known cause of suicide. Even sailors who have gazed down at the surging stream have been overcome with the morbid impulse to leap into it. In the Red Sea and Indian Ocean, Lascari, mad with heat, have leaped out of the engine-room and at a bound have dived overboard, never to be seen again. Lack of success in America or Australia has driven many an emigrant to seek oblivion in suicide. Two cases occurred last year of unsuccessful men who drowned themselves when in sight of the old country.—London Mail.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 1/16
Do. demand 1/10 1/16
Do. 4 months sight 1/10 1/16

France—Bank T.T. 2/27
America—Bank T.T. 43 1/2
Germany—Bank T.T. 1/64
India T.T. 1/34 1/2

Do. demand 1/35
Shanghai—Bank T.T. 7 1/2
Japan—Bank T.T. 1/100
Singapore—Bank T.T. Nominal
Java—Bank T.T. 1/100

Buying.

4 months sight L/C 1/10 1/16
6 months sight L/C 1/10 1/16
30 days sight San Francisco & New York 44 1/2
4 months sight do. 4 1/2
30 days sight Sydney and Melbourne 1/10 1/16
4 months sight France 2/31
6 months sight do. 2/31
4 months sight Germany 1/80
Bar Silver 26 1/2
Bank of England rate 3 1/2

OPINION QUOTATIONS.

Today's quotations are as follows:—

Malwa New @ 980/1,020
Old @ 1,050/1,100
Older @ 1,150/1,200
Oldest @ 1,300/1,350

Ptina New @ 1,100/1,150
Ptina New @ 1,150/1,200
Ptina New @ 1,200/1,250
Ptina New @ 1,250/1,300

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Ptina New @ 1,100/1,150
Ptina New @ 1,150/1,200
Ptina New @ 1,200/1,250
Ptina New @ 1,250/1,300

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 2/6 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—SIEMSEN & CO.
Hongkong, 10th January, 1904. [725]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES. Consultation Free.

Hongkong, 30th July, 1904. [957]

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S., 37, DES VAUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [958]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—"W." C/o Hongkong Telegraph.

Hongkong, 6th August, 1904. [914]

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS, Secretary.

17th August, 1904. [937]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT
TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER
MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

TELEPHONE NO. 350.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICRO-PROOF
FILTERS.

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
— UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed,
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-Class Builders.

A large stock of Canadian Asbestos and
Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road,
and should be accompanied by the Writer's Name and
Address.

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additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 10th August, at Penang, the wife of
CHAS. A. COOPER, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 23, 1904.

A REJOINDER.

In one of our issues of recent date appeared an article on the indifferent marksmanship on the China Station in which it was stated, by a writer at home, that the poor gunnery of our own men-of-war in these waters had escaped notice. He urged the institution of a prompt and searching inquiry into the causes of the bad performance, and asked how long were we going to permit the gun sight of our fleet to remain in an unsatisfactory condition. We have seen that, compared with last year's return, the ships of the squadron are making very indifferent practice in prize firing, and in proof of the assertion it has been pointed out that the firing of the battleship *Ocean*, which, in 1903, when she had been in commission but a few months, was infinitely better than is the case this year. In fact, her shooting in 1903 was so good that the Naval Commander-in-Chief at Devonport informed the officers and men that the Admiralty had expressed their approbation of the consistent care and attention to gunnery which must have been shown by them during the vessel's last commission in China, resulting in steady improvement in prize firing until, in that year, the *Ocean* stood first in the Navy with both 12-in. and 6-in. guns. A naval correspondent, who has had and still has, exceptional facilities for studying the question and of watching the prize-firing of the different ships of the China squadron, has read the article in our columns and while not taking exception to its substance points out that in naval gunnery one must not omit to take several points into consideration. Apart from the fact that vessels carry out firing in all sorts and conditions of weather, in prize shooting, only distinct hits count, and as the new target, some twenty feet by thirty feet, is placed 2,400 yards or more away and is fired at from a ship steaming upwards of ten knots some idea can be formed of the requirements for efficient shooting. We recollect on one occasion being present during a competition, and seeing ships make very poor averages with the regulation target, which, had it been the size of an ordinary ship, ninety out of every hundred shots would have penetrated her hull. Whatever results are obtained by the gunners of the navy there seems to be no question that, if the Admiralty would see its way to add to the pecuniary reward of efficient firing, the highly skilled shots, such as the late Petty Officer Grounds, would be greatly increased.

LOCAL AND GENERAL.

It is reported that France is about to establish a station for submarines at Calais.

J. T. BROWN, the famous Yorkshire professional cricketer, has retired, owing to ill-health.

ALFONSO XIII., the youthful King of Spain, will pay a visit to King Edward during November next.

ACCORDING to the Whang-sung *Shimmin* the Japanese are recruiting several thousand Korean coolies. They are intended for military works on the Yalu River.

HERR Licht, the sugar expert, estimates that the production of sugar shows an increase of 290,000 tons. His estimate of the campaign remains unchanged.

A GERMAN-Dutch company has been formed to lay a cable between the Celebes and Pelew Islands, and Shanghai, and Guam, connecting with the American Pacific cable.

Korea Daily News says that the opposition to Mr. Nagamori's waste land scheme continued to be dangerously strong, and the Japanese have determined not to press it at present.

THE dock-labourers at Marseilles, who struck work some time ago, with a view to obtaining better conditions of labour, have resumed work. The masters were beaten and had to concede the men's demands.

THE Prince of Wales has decided to start breeding and racing his own horses. His Majesty the King approves the step, and has given his son a Perimeter colt and a Florida-II. filly, upon which to found a racing establishment.

THERE were no cases of plague reported during the twenty-four hours ended at noon today.

We have received from the local branch of the Yokohama Specie Bank a most artistic publication containing views of the new bank building at Yokohama.

FOR assaulting the steward of the s.s. *Tardan*, and biting his finger, as it was alleged, without cause, a Peruvian seaman, of the same vessel, was fined \$15 with the alternative of 7 days.

ACCORDING to a Sasebo dispatch, the garrison at Port Arthur has ceased using solid shot, and are using only shrapnel, from which it is inferred that the supply of the former ammunition is exhausted.

It is reported from Shanghai that the Japanese Government is chartering a number of vessels of the Ind-China S. N. Co. and of foreign lines, and renewing the expired charters of others, for use as transports and colliers.

SIR John Wolfe-Barry, chairman of the Eastern Extension and Western Telegraph Companies, states that the Eastern Telegraph Company intends to connect by means of wireless telegraphy the outlying islands of Azores with the company's systems.

THE Washington Supreme Court has allotted \$331,471 as prize money for the destruction of the Spanish fleet by Admiral Dewey's squadron at Manila. One half of this amount will be paid to the officers and crews of the ships engaged in the fight, and the remainder will go to the credit of the Naval Pension Fund.

HIS Majesty the Emperor of Japan on the 12th August despatched a gracious message to Admiral Togo, Commander-in-Chief of the United Fleet. It runs thus:—We highly appreciate the actions of the United Fleet under your command, which engaged the main force of the Squadron off Port Arthur and inflicted not a little damage upon their warships.

REFERRING to his recent promise to introduce a measure of self-government for the Transvaal during 1905, Mr. A. Lytton, Secretary of State for the Colonies, stated, in the House of Commons, that it would not be possible to give details of the scheme this session. Nor would it, he added, be possible to delay taking some action in the matter until Parliament had re-assembled.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 21st August, 1904:—

	Library	Museum
Non-Chinese.....	270	93
Chinese.....	96	1,598
Total.....	366	1,691

MESSRS. Bush Bros. of Newchwang have entered into a contract with the Japanese authorities to alter the gauge of the railway in that neighbourhood to suit the rolling stock the Japanese have brought with them, by setting in one of the rails, as far as the Japanese occupation may extend. The same enterprising firm which formerly did a large business of the same kind with the Russians is also under contract to unload all vessels with stores, pay coolies, stevedores, etc.

TIENSIN and Chefoo papers, with dates to the 11th and 12th inst. respectively, state:—Harmston's Circus is being greatly appreciated in Tientsin.—The government glass factory at Peking is to turn its attention to brickmaking.—Japanese engines and rolling stock have arrived at Newchwang for the Newchwang-Tashihchiao line.—The object of the Port Arthur squadron was to help in the establishment at Vladivostok of a base whence supplies could be taken to the Russian armies in Manchuria.

The inventive genius of anonymous correspondents surpasses all understanding. This morning a type-written paragraph headed "An appreciation," and purporting to be a report of a presentation of a gold watch and address to a certain well known resident found its way to this office and, subsequently, to the rubbish heap. Had it been accompanied by the writer's name and address we might have returned it with the usual "D.C.T." at the same time advising the correspondent not to waste his nor our time in submitting senseless "stuff" which is tossed aside without further thought.

THE following telegraphic information, dated the 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijde-Bosch en Landbouwexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum 65,000 Gallons.
Crude Petroleum in Tanks at date 130,000 Cases.
Kerosene made since the date of the preceding 4-monthly telegram 64,000
Kerosene shipped since the date of the preceding half-monthly telegram 61,000
Kerosene in Stock at Refinery at date 71,000

INQUIRIES have been received recently from Hongkong as to the feasibility of obtaining tame swamp buffalo in the Northern Territory, says a Port Darwin exchange. These animals would appear to have been dying off rapidly in thousands from the effect of rinderpest, and the immediate cause of the above mentioned inquiries are tenders which have recently been called in Hongkong by the American authorities for supplying a number of buffalo for transport work in Manila. Given a good demand, the breeding of swamp buffalo on the coast lands of the Territory—where experience proves that they thrive marvellously—ought to prove an even more profitable undertaking than the wholesale destruction of the wild animals which has now been going on for many years past. This hint might be worth the serious attention of some of our buffalo hunters.

Le Temps, the French newspaper, reports that new gold discoveries have been made in the vicinity of Atananarivo, in the island of Madagascar. The reef formation is said to be analogous to that found in the Transvaal.

A SHOPKEEPER of 124 Shaukiwan, was charged with falsifying his accounts, for the purpose, as it was alleged, of defrauding his partner, and covering up his own defalcations. The case was remanded for both sides to collect their evidence.

THE Natal Government has dismissed Major Silburn from the Militia staff. Charges analogous to those which caused the dismissal of Major-General the Earl of Dundonald from the command of the Canadian Militia forces were preferred against Major Silburn.

It is learned that a new modern hotel for Chinese will be established by a Cantonese in Swatow, in the 8th moon of this year. Everything, including the furniture in the hotel, will be foreign and up to date. The charge per day only ranges from \$1 to \$3.—Ez.

IN eight matches played on the 18th, 19th and 20th ult., 8,574 runs were scored. In the match between Essex and Derbyshire, Essex made only 97 in the second innings, Derbyshire winning by nine wickets. Lancashire heads the counties, having won 12 matches, and lost none. Yorkshire has won eight, and lost one.

AT Nottingham George Marshall, solicitor, of Retford, was found guilty of having appropriated to his own use about £12,000 belonging to the Duke of Newcastle. The jury recommended the prisoner to mercy on account of his age, and the Duke of Newcastle also pleaded for leniency. A sentence of five years' penal servitude was passed.

ACCORDING to the *Bollettino dello Finanze*, the Italian General Navigation Company have decided to extend their present Bombay-Hongkong service on to Shanghai. This step is being taken owing to representations made by the Italian commercial agent in China and some leading traders. The extension of the service will take place in September.

SIBERIA will apparently be one of the countries of the future. According to a recent visitor, it contains some of the richest wheat lands on earth, and it abounds in coal, iron, and gold. Being one-third larger than the United States, it will support a vast population. The present war will, of course, terribly hamper its progress and development.

THE polo match at the V. R. C. enclosure yesterday evening between the Sherwood Foresters' team and that of the Royal Garrison Artillery resulted in the easiest win for the latter. The Artillery put the ball into the net less than ten times, whilst Lord Hood's men were credited with absolutely nothing. It was in connection with the Shield Competition.

THE following are the comparative values in gold dollars of the exports of the principal staples from the U.S. to China and Hongkong during the eleven months ending the 31st of May, 1903 and 1904:—

	Cotton	Mineral	Wheat
	Cloths.	Oils.	Flour.
1903.....	13,203,390	1,770,020	280,667
1904.....	3,566,900	4,221,312	264,922
To Hongkong:—			
1903.....	41,328	1,537,147	4,401,221
1904.....	44,019	1,921,091	4,519,742

THERE have been many rumours afloat concerning the rebellion in Kwangsi; some have been to the effect that the rebellion has come over the borders into Hunan, that the Taotai at Hengchow has called for soldiers to better protect the southern part of the province against the rebels. Two weeks ago there were several hundred soldiers, well equipped with modern rifles and large quantities of ammunition, it is said they were on their way to Kwangsi through Hunan to put down the rebellion. The rumours were afloat here that the soldiers that were sent some time ago had joined the rebels and were now at Kweilin, the capital of the province, and that one or two of the officials of the place had been killed.—N. C. D. News.

ON the 14th inst., at Shanghai, Admiral Reitzenstein, of the *Arkold*, after church service, addressed the assembled ship's company briefly upon the happy event which has brought joy to the Imperial Household, in the birth of a son and heir at last to their Majesties the Czar and Czarina, and satisfaction to the entire Russian people. The Russian Minister to Korea, the Russian Consul-General and some other officials were present. The gallant Admiral referred to the recent battles through which their ship had passed and thanked all his officers and men for the gallantry they had displayed, after which he called for cheers for the Czar and Czarina and little Czarevitch; they were given in stentorian tones after which the ship's fine band played the National Anthem. Later extra grog was served out to all hands.—China Gazette.

IN giving judgment and releasing the C. E. & M. S. *Hisping*, the Sasebo Prize Court concluded by saying that the seizure was lawful from the fact that the place of seizure was on the high seas and that the major portion of her cargo was of the nature to be considered as contraband of war when consigned to a port occupied by the enemy's force, as was the case with Yinkou. But as none of the contraband articles belonged to the Kaiping Mining Company, the ship was therefore released, and those articles which from their nature cannot be considered contraband of war, and whose owners differ from those of the goods adjudged to be contraband, were also released. The goods released consisted of: woolen cloths, samples of merchandise, English white shirts, black cotton calico, grey Bombay yarn, green tea, handry goods, wheels, white cotton yarn, and gypsum.

By his will, dated June 10, 1902, M. Chaboussau, a retired schoolmaster, living at Sainte-Bazille, in the French department of the Haute Garonne, left his whole fortune, amounting to £960 to the late Mr. Kruger, with exception of £40 bequeathed to his lawyer. The ex-President of the Transvaal, however, refused the legacy, and a few days before leaving Meutse signed the necessary documents permitting the money to be distributed among legal heirs.

A HUNGRY coolie was walking along the street when he espied Weissmann's delivery cart standing in front of a house, for the moment unattended, while the delivery coolie was inside, turning over the day's orders. The temptation was too great, and the coolie annexed 6 lbs. of bread valued at 52 cents, and was making off with it when the delivery coolie came out and caught him. His Worship sent him to 14 days' hard labour, during which time at least, he won't be hungry.

A VERY sad occurrence took place on the German transport *Rhein*, which arrived at Singapore from Tsingtau the other day. It appears that one of the soldiers on the ship, when at Tsingtau on or about the 18th of last month, let a pet dog lick a sore on one of his hands and thought nothing of the occurrence. A few days ago, however, when the *Rhein* was nearing Singapore the soldier showed symptoms of hydrophobia, which rapidly developed and caused his death. The unfortunate victim was buried with military honours.—S. F. Press.

EFFORTS to reclaim a girl by marriage have signally failed in the case of Sarah Tinsley, aged 20, of Newcastle-under-Lyme. A few weeks ago she was charged at Hanley Police Court with theft. A young collier who was in court offered to marry her if the Bench would dismiss the charge, and this they agreed to do. The wedding took place subsequently, the bride being given away by the police court missionary. But the newly-made wife did not reform, and a few days later she was arrested at a music hall on a charge of stealing money from a baker's shop. When brought before the same magistrates again, in her married name of Parton, she pleaded hard for "another chance," but the Bench sentenced her to a month's imprisonment, saying that she had brought disgrace on the man who had been good enough to marry her. The girl was removed to the cells crying bitterly.

THE VOLUNTEER CONCERT.

PROGRAMME.

Following is the programme of the promenade concert to be given on the Volunteer Parade Ground on Saturday next, at 9 p.m.:—

PART I.
Overture—"La Fille du Regiment".....Donizetti
Song....."The Deathless Army".....Troite
Sergeant Terrill, H.K.V.C.
Song....."Daisy Clare".....Allister
Mrs. Dealey.
Instrumental—"Fantaisie Concertante"
Quartette.....Fauconier
Messrs. Tuxford, Koenig, Gonzales
and A. G. Ward.
Song....."Doreen".....Oscar Allon
Lieut. G. P. Lammert, H.K.V.C.
Song....."I had the desired effect".....
Mr. H. A. Tozer.
Selection—"The Three Little Maids"
P. A. Rubens
The Band.
Interval of 10 minutes.
PART II.
Selection—"Cavalleria Rusticana".....Mascagni
The Band.
Song—"The Indifferent Marines" F. F. Bullard
Mr. W. E. Schmidt.
Song....."When the heart is young"
Mrs. Maitland.
Clarinet Solo....."Serenade".....La Thiere
Mr. A. S. Tuxford
Song....."The Happy Land"
Mr. H. A. Tozer.
Song....."The Bandoliers".....Leslie Stuart
Lieut. G. P. Lammert, H.K.V.C.
Selection—"National Airs of all Nations" F. Godfrey
God Save the King.
By kind permission of Major W. Mosse and the Officers, the Band of the 114th Mahrattas will play the orchestral selections.

WATCHING THE WATCHERS.

AT RIFON TERRACE.

A good many complaints have lately been made to the police of burglaries having been committed in various houses in Rifon Terrace, which for a time quite baffled their best efforts to rob to earth the culprits. However, a list with full description of the articles stolen, was circulated to the various pawnshops about town with the result that, Li Shing, was detained while trying to pawn one of the stolen articles, a silver-backed hand mirror. When arrested he immediately gave his confederate away, and he was also gathered into the fold. Asked by the police when they committed the burglaries, the first defendant said, "You thought it was done at night, and so kept a strict watch then, and while you watched the houses we watched you. But we did not do it at night, we watched to see the inmates go to the tinny-room, then we went into the bedroom." This man added that while his friend went into the houses at tiffin time he "did police duty" outside, to give the alarm; that, taking the things to the pawnshop was his "only" share in the transactions. Six months' hard labour and six hours in the stocks, each, was the award issued by Mr. Keith.

THE HONGKONG ELECTRIC TRAMWAYS CO., LTD.

CHINESE RICKSHA WALLAH.

The working of the Hongkong Electric Tramways Co., Ltd., leaves a great deal to be desired, both from the foreign and native points of view. We cannot be accused of pessimism at this recent stage of the game, when tramways and electric traction are not understood by our indispensable co-adjutors, the Chinese. Far be it from us to denounce a new British enterprise. On the contrary we hail its advent with pleasure. But their system is opposed to reason, and they run the cars on a basis which is possibly unparalleled. A car going Quarry Bay-wards may be first class ahead on the outward journey, but on the return trip the first-class passengers sit in the vacated Chinese seats. Now, a further difficulty arises. It seems by section 50 of the Ordinance, only Chinese are allowed to travel third class. At the Police Court this morning two Portuguese children were charged with travelling "third class" in a compartment reserved for Chinese, and refusing to pay first class fare. It seemed that the accused offered to pay third class fare, and refusing to be further mulcted, allowed the trolley Company to proceed against them. Mr. Gompertz, the First Magistrate, thought it was rather strange that some one on behalf of the Company was not present to argue the point, and, accordingly, adjourned the hearing for a couple of days. The case has excited considerable indignation locally, for the section of the Ordinance, from the Tram Company's standpoint, precludes a poor Indian bearer or dhobie from using the trams except at full rates. Numerous cases have occupied the attention of the police since the installation was earnestly recognised. In any event the Company is lax in method, and could with ease be improved. The Chinese ricksha pullers are refusing to accept ordinary fares, and only recently an English lady had to give three men in charge. They told her in plain (or it might have been coloured) Chinese, that they did not want her five cents and she could take the tram. This state of things is becoming intolerable, and unless the Tram Company makes several changes there is bound to be trouble for the man in the street. We don't want to put up with inconvenience until such time as the trams are in a position to run properly. We have suffered enough in Hongkong without allowing the Company to become an infliction. As things are, our ricksha puller is preferable.

THE HONGKONG HOTEL CO., LD.

The following is the report of the board of directors to be presented at the ordinary meeting of shareholders to be held at the company's hotel, at noon on Saturday, the 27th instant:—To the shareholders of the Hongkong Hotel Company, Limited.

Gentlemen,—The directors now beg to submit their report for the half-year ended the 30th June, 1904.

Accounts.—The profit on working account amounted to \$95,077.67, as compared with \$137,016.17 for the corresponding period of 1903, being a decrease of \$36,938.50.

The profit and loss account, including the sum of \$3,161.60 brought forward from 31st December, 1903, show a credit balance of \$88,876.14, which your directors propose to apportion as follows:—To pay a dividend of 10 per cent.....\$50,000.00 To write off from value of furniture and fixtures.....7,207.49 To transfer to repairs and renewals account.....10,000.00 To carry forward to new account.....11,668.65

Electric Light.—The installation was completed last February, and has given satisfaction. Directors.—Mr. W. H. Potts retires by rotation, but offers himself for re-election. Mr. W. Parfit has been granted twelve months' leave of absence.

Audit.—The accounts have been audited by Messrs. H. U. Jeffries and A. R. Lowe, who offer themselves for re-election.

EDWARD OSBORNE,
Chairman.

Hongkong, 22nd August, 1904.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 23rd at 11.16 a.m. orders were given to hoist the red S. Cone and red drum.

On the 23rd at 11.20 a.m. the barometer has risen in the Philippines and in S. Formosa and has fallen in China. The typhoon is situated off the N.W. coast of Luzon and is moving westward. Fresh N.E. winds will prevail in the Formosa Channel and fresh to strong N.W. winds in the northern part of the China Sea. Forecast:—Fresh to strong E. to N.E. winds, fair.

SHIPPING AND MAILS.

MAILS DUE.

French (*Ernest Simon*) 24th inst.
English (*Chusan*) 25th inst.
American (*Mongolia*) 29th inst.
Indian (*Kumsang*) 29th inst.
German (*Bayern*) 31st inst.
Canadian (*Empress of Japan*) 6th prox.
Australian (*Chingta*) 7th prox.
The S.S. *C. P. R. Co's S.S. Albatross* arrived at New York on 21st inst.
The P. & O. S. S. *Co's S.S. Hongkong* with mails, &c. left Nagasaki for Manila yesterday, will arrive there on 26th inst., and is due at Hongkong on 29th inst.

TELEGRAMS.

(Reuters.)

The Defence of Port Arthur.

LONDON, 21st August.

The Tsar has telegraphed to General Suetsch that he is convinced the garrison will uphold the glory of Russian arms by their unbounded bravery.

More Russian Reserves Called Out.

Reuter's St. Petersburg correspondent wires that all Russian reserve officers have been called out by an Ukase.

The War.

The Japanese cruisers *Chitose* and *Tsushima* have defeated the *Novik* and forced her on shore at Korsakovsk, Saghalien. The *Diana* has arrived at Saigon.

THE CHINESE LABEL CASE.

The further hearing of the action brought by Chan Lai Ng against Chan Po Sun for the recovery of \$1,000 damages for alleged libel was continued in the Supreme Court this morning, before His Honour T. Sercombe Smith, Puisne Judge.

Mr. E. H. Sharp, K.C., (instructed by Messrs. Doncon, Looker and Penson) again appeared for the plaintiff, and Mr. J. Hastings represented the defendant.

A number of witnesses were recalled and further examined, and the case was adjourned until to-morrow morning at 10.15.

S.S. "CRANLEY."

The s.s. *Cranley*, which stranded at Ukaichi, about seven hours from Kobe, Japan, on the 10th ult., and has been refloated, arrived in Hongkong this morning for the purpose of being docked and repaired. The vessel, belonging to the Century Shipping Co., was caught on the 10th ult. in a typhoon and stranded, but as she went on a soft, sandy shore she did not sustain much damage. Several plates were strained, and part of the frame, but this is believed to be more due to strenuous efforts made to get her off. At the time when she went ashore there were some other five vessels also stranded in the vicinity. The s.s. *Cranley* is a steel, screw steamer of 4,614 registered tonnage, Captain Sheldrick, and after her docking and repairs, will be fitted out for the coolie emigration trade to South Africa, for which service she has been chartered, to follow the s.s. *Lothian*.

FLOUR FOR JAPAN.

Mr. Sutor, the Commercial Agent in the East, reports to the Minister for Agriculture, N.S.W., that Messrs. W. H. Gill & Co., of Kobe, will gladly take in New South Wales flour if it can be supplied at suitable prices. Mr. Sutor says the quotation for American "Straight Club Grade" has been at £7 15s. per ton c.i.f., and "Blue Stem" at £8 per ton c.i.f. The Commercial Agent suggests that flour-millers and merchants catering for the East should adopt trade marks that are likely to be easily recognised, and each trade mark could be registered for the Japanese market by the firm in question. It is very important, he says, to always keep up the standard of the flour that may be registered under any trade mark, and special attention is invited to this matter.

FLOATING EXHIBITIONS.

In the *North China Daily News* of the 19th inst., a correspondent, evidently writing from personal observation, advocates the "floating exhibition" as an advertising medium on the inland waters of China. There is nothing, he says, to prevent enterprising merchants to purchase or hire small steamers and fit them up with show cases in which firms could arrange to exhibit goods and send one of them at least on a trial trip. He points out that many of the manufacturing firms at home would be willing to send their agents here small working models of machinery and industrial plant to place in a floating exhibition, if the matter were taken up seriously and backed by Consuls, Chambers of Commerce, and the China Association.

A working model if shown to Chinese is sufficient to impress upon their minds the usefulness of the article of which it is a model, and then an ingenious interpreter can persuade the Chinese that such machinery, instrument, or plant has in some roundabout way been referred to in the classics and that the local merchant should go in for this modification of an old Chinese idea.

Demonstrations to local officials, bankers, and merchants would make them familiar with the goods and brands, or chops, and we know that familiarity breeds custom and custom begets business. There may be nothing in the idea and yet there may be a lot, at least the cost would be little and no possible injury could accrue to any class of business by trying to push wares in this—the simplest way. A few energetic taipans could soon find ways and means for a trial experiment.

THE PRICE OF LANGKAT OIL.

A Taiping correspondent recently forwarded the following letter to the *Perak Pioneer*—

It does seem ridiculous that the price of Langkat oil should be \$1.75 as charged by a shop in Taiping, when it is to be had at the Shell Trading Co.'s oil tanks for 75 cents without, or 90 cents with the tin. This information was given me by the engineer in charge a few days ago. This, coupled with the fact that the dollar is worth practically 2 shillings, should induce the oil-consuming public of Taiping to club together and import their oil from the oil tanks at Butterworth. The shop-keepers were not backward in coming forward in the matter of raising their prices when the dollar was at "one and six." It behooves them now to make a corresponding reduction or take the consequences.

THE WAR.

STRIKING EPISODE

PICTURED BY THE PEN.

A thrilling account of the attempted escape of a Japanese crew from the harbour of Port Arthur, after they had sunk a merchant ship in the roadstead, is given by a Russian correspondent, who describes the incident as one of the most striking episodes of the war. "From one of the merchant ships destined to block Port Arthur," he writes, "a little boat put out with a crew of eight men. Their oars were raised as a salute. 'It is impossible for us to leave them alive,' said an officer 'because they will show the way into the harbour to our enemies.' Thousands of shells and bullets commenced to fall around the little boat. But the men with the oars did not falter, they continued to work quietly. 'They will escape!' was the exclamation of an officer. 'Oh, no. How is it possible?' was the reply. The boat suddenly shot behind one of the merchant ships, and we imagined how it was directing its course at the rear of the black mass. As soon as their oars reappeared in the open space they will provide an easy mark. In the struggle of a little boat to escape from hundreds of machine guns and heavy guns there is real tragedy. Even those who strive to reach them with bullets unconsciously think, 'I should like them to escape.' They appear once more. The oarsmen are fewer, and those who remain do not work as before. There are some killed and others wounded in the boat; the guns are silent; it is not worth while to fire upon the unfortunate boat. But the machine guns continue working—it is their gloomy fate. There are two Generals on the Electric Hill, and they are full of the martial instinct. One of them takes a rifle from a soldier, the same General who two hours ago spoke to us about two girl relatives to whom he had given shelter in his house. At the time we thought what a soft heart this man possesses. Now he is trying to get a correct aim. Crack! One of the oars ceases to work. The Japanese sailor who held it has dropped his head, and no longer moves. The laurels of this General raise the spirits of the other. General X has gained a reputation for the excellence of his rifle shooting. A soldier hands him a rifle. Crack! Another oar falls into the water, and the boat proceeds slowly forward. Another crack from each of the Generals. You can see through the binoculars how hard this unfortunate boat struggles for liberty. It is jerked forward as though it were seized with a deadly convulsion. Then it stops. Only three oars are working now—two then the boat commenced to drift away. All the oarsmen have dropped their heads. One of them is looking into the water. What does he see there? The man with glazed eyes? One of the crew is lying alive in the bottom of the boat convulsed with agony. The current sends the boat shoreward, nearer and nearer the Electric Hill. 'Not one soul,' says General Y. And the small boat with the dead bodies drifts along the shore quietly. It is brought to land, and remains there. The water leaks through the bullet holes in the stern, and the big waves push the boat forward on the white sand. The machine guns are silent—the batteries are at rest!"

THE CRUISER "CZAREWICH."

The C. N. str. *Chinkua* arrived at Shanghai from Chefoo via Kiaochow last night, says the *Mercury*, and from inquiries made on board, we learn that there is a report current in Kiaochow that the Russian cruiser *Czarewicz* has been torpedoed somewhere in the vicinity of the foremast and that is given as the reason for her not having left the port. The foremast was struck below decks by a shell which has caused it to cant over to an angle of about four degrees; the mast has been stayed on the starboard side with heavy tackles to prevent it from falling over the ship's side. There is one large shell hole in the starboard bow, this shot carried away half the bow. There is also four large shell holes on the starboard side and two big shell holes in the port side, one of these shells went into the wardroom and exploded and demolished everything within reach, besides wounding a number of men. The upper works have been completely riddled with small shells and the decks are strewn with the wreckage. The after funnel was struck by a shell and the funnel casing has opened out like a sheet of paper, both the inner funnels were hit by shells and the shells in passing through have caused a piece of plate to fall right across the openings, and blocking up the ventilation so that it is impossible for the smoke to escape from the funnels and as a result the smoke now comes out through the between decks. Everything about the ship both on deck and below have been damaged by shot and shell fire. The flag of the *Czarewicz* was hauled down on Monday at noon, and all the men on board had a most dejected look. The torpedo boats that sought refuge in the harbour at the same time as the cruiser were to have left Kiaochow on Monday at 3 p.m., but shortly before that time they received orders to remain where they were as it was considered too dangerous to venture outside the harbour.

On the way down on the 16th inst. the *Chinkua* was stopped outside Tsingtau by one of the Japanese warships (the *Kasagi*) cruising off that port, and her papers, etc. were examined after which she was allowed to proceed on her voyage.

In submitting the final report of the committee on naval boilers Admiral Domville, the chairman, admits that the recent experiences with Bellevilles in the Mediterranean fleet were most favourable. The earlier Bellevilles were badly constructed and badly used. The report however still finds Bellevilles undesirable, and recommends two water-tubes of the Babcock and Wilcox type and the Yarrow large tube as satisfactory for battleships and cruisers without cylindrical.

BRITISH SQUADRON READY

FOR ALL EMERGENCIES.

(From a Correspondent)

Weihaiwei, 11th August.

The China squadron remains at Weihaiwei with every precaution taken for any emergency. The four-funnelled cruisers are riding at anchor at the main entrance just outside the harbour, and one small cruiser lies at the other approach, while the destroyers are constantly on the move in and out of the shipping and all over the place. Since the main fleet has been inside all practice shots have been stowed away, and live shell rest in the ready racks of all casemate guns. Furthermore, the ships are completed up with coal, and are prepared to take the sea at a moment's notice. It is not expected that there will be anything to do as affairs indicate that Japan and Russia will settle the matter between themselves. Still, it is cheering to know that the British squadron has an Admiral who is well up to date and not likely to leave anything to chance. No doubt, we are making an evolution of being ready for whatever may transpire and are learning the lesson, taught by the present war, of being prepared for all things.

FIRING AT PORT ARTHUR.

On the afternoon of the 10th inst., the time the Russian fleet of six battleships and four cruisers were said to have left Port Arthur, we could distinctly hear firing from that direction.

THE FLEET REGATTA.

The regatta in connection with the British fleet was postponed again from this week until the 16th, 17th, 18th, and 20th inst. All crews are keeping up their practice and a fine series of events should result.

THE SAINAM MURDER.

PRISONER EXECUTED.

(From Our Correspondent.)

Canton, 22nd August.

Abdul Khalik, who was found guilty of the murder of Mohammed Jamal, at Sainam, in March last, and who was sentenced to death by Sir Hiram Wilkinson, Chief Justice of Shanghai, at the British Consular Court, Canton, in June, was hanged in the Consulate at 6 a.m. to-day. It is reported that, when going to the scaffold, the prisoner confessed to having killed another man some years back.

BRITAIN AND WEI-HAI-WEI.

RUMOURED PERPETUAL OCCUPATION.

We are indebted to a correspondent in America for the following important statement respecting Wei-hai-wei, by the London correspondent of the *Cleveland Plain Dealer*, under date July 16—

It is rumoured in political circles, that Great Britain, in view of the predicted early fall of Port Arthur, is on the point of concluding negotiation with China for the occupation in perpetuity of Wei-hai-wei. The exact nature of the reported transaction is not definitely stated, but it is thought that it will take the form either of a purchase of the port and the adjacent land, or their acquisition by a ninety-nine year lease, renewable forever.

This report is credited by those especially well informed in East-Asiatic affairs. They point out that by the terms of Britain's tenure Wei-hai-wei reverts to China the moment Russian occupation of Port Arthur and the Liaoning peninsula ceases. That Lord Lansdowne, who will be compelled to deal with the situation, will do his utmost to prevent British evacuation of the port is considered certain. He is a tenacious imperialist and disapproves of surrender of political advantages in any part of the world, particularly where the interests of Britain and Russia or the interests of Britain and Germany are in juxtaposition.

Sir Ernest Satow, British Minister to China, who is an aggressive defender of British possessions and prestige in the Far East, is likely to favour the retention of Wei-hai-wei at any cost. His influence is great with Downing Street, because weight is attached to his judgment with regard to everything that concerns the West Pacific. Above all, Japan is determined to keep Britain in Wei-hai-wei. Mr. Uchida, Japanese Minister in China, is devoting all his power to strengthening Sir Ernest Satow's purpose to retain the stronghold. It is understood that he has gone so far as to declare that if Britain goes out Japan will go in.

Tokio is afraid of Germany, whose occupation of Kiaochow has caused deep distrust, and does not intend to permit Wei-hai-wei to pass into German hands or any other hands regarded as hostile to the Island State. The Japanese argue that to allow such a thing would be equivalent to relinquishing the chief value of Port Arthur to Japan, since the present Russian fortress would thereby be strategically neutralized.

Experts are divided in opinion as to the strategic importance of Wei-hai-wei, but the Japanese say that in some respects it is a better naval base than Port Arthur. They assert that it can be made impregnable on the land side and that Britain can afford to fortify it when its occupation no longer depends on Russian occupation of Port Arthur, but is established in perpetuity. Should China oppose the sale or lease Japan would speedily apply the pressure necessary to overcome opposition. British naval imperialists and shipping magnates urge Lansdowne to stay in Wei-hai-wei at all risks. They point out that the difficulties of operating in the Yellow Sea distant from a stronghold on the coast are just what they were when Sir Claude MacDonald urged them as sufficient reason for demanding a lease of Wei-hai-wei. England cannot afford to withdraw from waters that are rapidly becoming the world's political centre of gravity.

As regards the principle of Chinese integrity involved it is believed that Lansdowne acknowledges the force of the suggestion that Britain can best uphold that principle by firmly basing its naval strength in the Yellow Sea—Kobe.

THE SEIZURE OF THE "RESHTELNI."

STATEMENT BY RUSSIAN CAPTAIN.

"About one o'clock in the morning several boats with a Japanese officer and about thirty armed men approached my vessel. The officer came alongside and asked me if he might come aboard. I replied that I did not think that officers of nations which were fighting each other, paid social visits, and asked him if he would be kind enough to tell me his business."

"He answered that he was under orders from the Japanese naval authorities to engage my vessel in a fight outside the harbour, or seize my ship and take my officers and men prisoners inside the harbour."

"I told him that we could not fight, as our vessel had been totally dismantled the preceding evening by the Chinese authorities; that all the small arms and the breech blocks of our armament were in their possession; that our engines were disabled; and that we had placed ourselves under the orders of the Chinese Admiral; we were non-combatants, and were under his protection. That we had signed an agreement not to take up arms again."

"The conversation continued about an hour, my statement that we were in the hands of the Chinese being reiterated. There was alongside a boat with armed Chinese marines who were acting as a guard over us. The Japanese officer insisted that we would have to fight or be taken prisoners, and I finally told him that we could not fight, but that we would not be taken prisoners. With that I struck him in the face with my fist. He grabbed at me and we grappled, and a moment afterward we went overboard together. At the same time I shouted to my men to throw overboard anyone who might get on board."

"Immediately the Japanese in the boats began firing and many of them clambered aboard, where the firing continued, together with hand to hand encounters. I continued to struggle with the officer in the water, and made an effort to get on board. The Japanese who had gained the deck shot at me, and a bullet pierced my thigh. I realized that I would soon be too weak to attempt to regain my vessel in the face of the fire directed at me, but being a strong swimmer, I turned about and made for some junks a short distance away."

"I reached the junks all right, but the Chinese on board, apparently frightened by the firing, struck at me with bamboo poles and prevented me from getting out of the water."

"I then turned to the direction of a steamer near by, which afterward proved to be a British merchant ship, and succeeded in getting on board, from where I was later removed to the Chinese cruiser."

"While I was swimming to the steamer, the Japanese in their boats came after me and fired at me."

"At the time the Japanese first approached my ship, I gave orders to one of my officers to go below and prepare to explode charges which would blow up the ship. He succeeded in placing two charges in the engine room and one in the magazine, and an explosion occurred about the time of my encounter with the Japanese officer, causing considerable damage. I don't think that the vessel will prove of much value to the Japanese, as I think the explosion caused sufficient damage to prevent her being towed very far."

"The boat from the Chinese man-of-war had been alongside with an armed guard since four o'clock the previous afternoon, the time when the dismantling of my vessel was completed. This guard attempted to prevent the Japanese from molesting my ship, but the Japanese paid no attention to them, and were absolutely powerless to stop them from boarding the ship."

"When the Japanese came aboard they thoroughly understood that the ship had been dismantled hours before, as they were so notified by me at the time of their approach, and also by the Chinese admiral previously."

"Including myself, there were fifty-one persons on board my vessel—forty-seven men and four officers. Fifteen men are missing to-day. I think the explosion killed some of my men, and also some of the Japanese."

"This is a humiliating affair for me, and after I was wounded in the water, if I had a gun I would have killed myself."

STATEMENT OF COMMANDING OFFICER OF THE "HAI YUNG."

"About dark we noticed two torpedo boats entering the harbour; on their coming closer we identified them as Japanese. Admiral Sah sent his flag lieutenant to advise them to depart from the harbour. They consented to do this, but failed to comply within a reasonable time. The Admiral half an hour later went personally to communicate with them and insure an understanding and fulfilment of his order. They again consented to obey, but steamed in the direction of the Russian ship, where they anchored."

"A launch was sent from the flagship to investigate. A boat with an armed guard had been stationed at the dismantled vessel since four o'clock the previous evening."

"The Japanese made no move to get out of the harbour, and at about three o'clock in the morning sent several boats with several armed men and one officer who approached the Russian. The Chinese guard informed the Japanese that they could not board the vessel, as she had been dismantled and was now under Chinese protection. They paid no attention to this warning, but engaged in conversation with the Russian commanding officer, asking permission to go aboard. The Chinese officer again interfered, but the Japanese ignored the guard."

"They then boarded the vessel, and the Japanese officer had a scuffle with the Russian captain, and both went overboard. The Chinese guard was powerless to do anything, and the Japanese then clambered on the deck and commenced firing. There was a general fight followed by a loud explosion."

"The Chinese guard, unable to do anything, moved away and assisted in picking up members of the Russian crew from the water. I saw the captain of the Russian ship swimming toward the junks, with the Japanese boats pursuing and firing at him."

"One torpedo boat then attached a tow rope to the Russian ship and started off. The flagship was informed, and when the torpedo boat and her tow passed, she was signalled to stop. The other torpedo boat circled around the Chinese cruisers, and ran alongside the flagship. They were then signalled that they must not leave the harbour with the Russian, at the same time the flagship being cleared for action, and the guns trained on the second torpedo boat. The latter replied that if she was fired on she would torpedo every Chinese cruiser in the harbour. The flagship answered that if they persisted in towing away the Russian, she would fire. The torpedo boat then promised that she would endeavour to overtake her companion, communicate the Admiral's message, and get her to return."

"She then steamed ahead, and in company with the other boat and the tow, proceeded directly to sea."

"The Admiral intended to enforce his order, but was deceived by the lying statement of the second torpedo boat. He was also afraid that if he fired unnecessarily, he might injure merchant shipping."

"Undoubtedly the Japanese were fully cognizant of the dismantling of the Russian vessel, because the Admiral advised them twice early in the evening, and also advised the Japanese consul several times about the matter. The dismantling was completed, and guns loaded in my launch at half past 4 o'clock on the preceding afternoon. Unquestionably the Japanese have committed a grave error."

COMMERCIAL.

Advices from Shanghai, dated 18th inst. state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 150 for September. Indo-China at Tls. 83 for August, Tls. 84 for September, Tls. 84 for October and Tls. 85 for December. Farnham, Boyds at Tls. 171 cash, Tls. 175 for September and Tls. 176/180 for December. Chinese Engineering and Mining Co. at Tls. 64. Maatschappij at Tls. 310 for August. Astors at \$34 for August and \$36 for December.

Business done direct:—North-Chinas at Tls. 674. Shanghai and Hongkong Wharfs at Tls. 165/167 for December and Tls. 167 for March, 1905. Indo-Chinas at Tls. 83 cash, Tls. 83 for August, Tls. 83 for September and Tls. 85 for December. Farnham Boyds at Tls. 172 cash, Tls. 175 for October, Tls. 176/178/179/180 for December. Maatschappij at Tls. 311 for August. Pulpas at Tls. 150 for August.

FREIGHT.

Freight settlements for the past week have been effected on an improved basis, and the tendency of the market is in favour of ship-owners. One of the first charters of the period under review, since the 12th inst., was an Indo-China steamer of 1,536 tons *Moji* to Swatow at \$2.30 per ton. Saigon to one port Philippines a small carrier obtained 28 cents per picul, while a German vessel (1,252 tons) secured 42 cents per picul from the French colony to Kobe or Yokohama. Thirty-seven cents per picul was the rate fixed by a German steamer (1,109 tons) from Tjilatjap to this. For sugar loading the rate has improved to 30 cents per picul 3 ports N. C. Java to Hongkong. A British carrier was engaged at that rate. Several monthly charters have been fixed at the following rates, respectively, viz.:

German steamer, 1,109 tons, 1½ month at \$6.50 per month.
French steamer, 200 tons, 2½ month at \$3.00 per month.
German steamer, 1,252 tons, 4 months at \$6.00 per month.
German steamer, 966 tons, 6 months at \$6.00 per month.
Norwegian steamer, 891 tons, 6 months at \$6.00 per month.

SHANGHAI FREIGHT.

In their report of 18th inst., Messrs. Wheelock & Co. (Shanghai) state:—Since last writing our homeward freight market has continued fairly active, and now that the green tea season is in full swing the next boats to load from here should receive good support.

"We should draw the attention of New York shippers to the conference which has just been formed by the principal lines running to that port via Suez Canal, according to which agreement a rebate of 10 per cent. will be granted to all those who will have confined their support for the twelve months commencing from the 1st May, 1904, to such lines, viz., the Hamburg-America Line, India Line, Ltd., Messrs. Dowell & Co. Ltd., Messrs. Shaw, Tomes & Co. "Standard Oil Co." and "Dampschiffs Rhederei" "Union" A.G.

Coastwise—Rates have continued to improve since last writing and promise to remain firm for some time to come as tonnage is decidedly scarce here at present. Coal freights from Japan to this have gone up to \$1.50 with an upward tendency, and a fair demand exists in various directions.

To-day's Advertisements.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd August, 1904. [965]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the above Port, on or about SATURDAY, the 3rd September, to be followed by the Steamship

"CLAVELBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to

SHEWAN, TOMES & Co.

General Agents.

Hongkong, 23rd August, 1904. [966]

To-day's Advertisements.

IMPORTANT NOTICE.

TO HEADS OF FAMILIES, HOTEL-KEEPERS, CLUBS, BOARDING-HOUSES AND MESS.

MR. H. RUTTONJEE is prepared to DELIVER BREAD

IN HONGKONG AND KOWLOON.

The Sanitary Arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

The best Flour is used. Brown Bread made from the well-known Graham flour especially.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 23rd August, 1904. [972]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 25th inst., at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 22nd August, 1904. [964]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at 1 P.M., the Company's Steamship "MANCHE," Captain Mourard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, transshipping Passengers and Cargo at Saigon to S.S. *Polystien*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 5th September, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd August, 1904. [970]

Intimation.



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HR

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TYDEUS"	24th August.
GLASGOW AND LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "TYDEUS" left Singapore for this port on the 19th instant, and is due on the 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO, WEI-HAI-WEI and TIENTSIN	"KAN SU"†	26th August.
SHANGHAI	"WOOSUNG"†	29th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" *†	13th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,195	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF:—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. L. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals, 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW" 1,130 Tons. Captain
"KWONG TUNG" 1,130 Tons. H. W. WALKER
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"ATHOLL" 2,000 Tons. 20th September.
For Freight and further information, apply
to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 23rd August, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"
Captain Bourdon, will be despatched for the
above Ports, on or about WEDNESDAY, the
24th August.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th August, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON
THE Company's Steamship

"PUNDUA,"

Captain will be despatched as above,
on THURSDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th August, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation
for First-Class Passengers, and is fitted through-
out with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th August, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

THE Steamship

"EPSOM,"
Captain J. White, will be despatched for the
above Port, on or about SATURDAY, the 3rd
September.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"
Captain G. C. Cundy, will be despatched for
the above Ports, on or about WEDNESDAY,
the 7th September.

This Steamer has Superior Accommodation
for Saloon Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1904.

To Let.

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.
Hongkong, 16th June, 1904.

TO LET.

6 SEYMOUR TERRACE, 4-room House
and side verandahs. \$300 and Taxes.

Apply to—

"CHEAP,"

C/o this Paper.

Hongkong, 4th August, 1904.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessees,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904.

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904.

TO LET.

WILD DELL BUILDINGS, No. 147,
WAN CHAI ROAD. Comfortable and
airy flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

Apply to—

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904.

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 1, CLIFTON GARDENS.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

OFFICES in Nos. 10 and 16, DES VŒUX
ROAD CENTRAL.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 20th August, 1904.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY
TOWN.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 28th July, 1904.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 16th August, 1904, per \$ Mes.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa. lb.

Corned—Ham Ngau Yuk

Roast—Shiu

Breast—Ngau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Serjolin—Ngau Lau

Sausages—Ngau Yuk Chung

Bullock's Brains—Know

Tongue fresh—Ngau Li

Corned—Ham Ngau Li

Head—Ngau Tau

Heart—Ngau Sum

Hump, Salt—Ngau Kiu

Feet—Ngau Kerk

Kidneys—Ngau Yiu

Tail—Ngau Mei

Liver—Ngau Con

Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-
tau-keok

Mutton Chop—Yeung Pai Kwat

Leg—Yeung Poi

Shoulder—Yeung Shau

Pigs' Chitlings—Chi cheong

Brains—Chi Know

Feet—Chi Kerk

Fry—Chi Chak

Head—Chi Tau

Heart—Chi Sum

Kidneys—Chi Yiu

Liver—Chi Kon

Pork, Chop—Chi Pai Kwat

Corned—Ham Chu Yuk

Leg—Chi Pei

Fat or Lard—Chi Yau

Sheeps' Head and Feet—Yeung Tau

Keok

Heart—Yeung Sum

Kidneys—Yeung Yiu

Liver—Yeung Con

Sucking Pigs, To Order—Chi Chai

Suet, Beef—Sung Ngau Yau

Mutton—Sung Yeung Yau

Veal—Ngau Chai Yuk

Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Sin Kai

Ducks—Ap

Dover—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

Hainan—Hoi Nam Kai

Geese—Ngai

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

Quail—Um-Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chui

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per line)

One week	1.25
One month	7.50
Two months	12.00
Three "	20.00
Six "	37.50
Twelve "	75.00

No charge less than one dollar.

Discount allowed on—

3 Month Contract	5 per cent
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
5¢ each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARDS.

CIRCULARS

EXPRESS

All job printing is done under European
supervision, well turned out, free from error,
and remarkably cheap.

THE HONGKONG TELEGRAPH
OFFICE

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road.

Hong Kong

Intimations.

SAVARESSE'S
SANDAL
CAPSULES

Efficacious because absolutely pure
English Oil. Not made of gelatine.
Full directions. All Chemists.

SAVARESSE'S

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Un-
deren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Bonks for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1899.

COURES
MEN & WOMEN

8101 B. CHINESE
Circular mailed on request.
MANUFACTURED BY
THE CHINA CHEMICAL CO.
CHUNGKING, CHINA.

Shipping.

Arrivals.

Queen Elizabeth, Br. ship, 1,700, C. E. Fulton,
21st Aug.—New York 19th April, Kerosine
Oil.—S. O. Co.
Cranley, Br. s.s., 2,903, W. E. Steele, 22nd
Aug.—Yokkaichi 14th Aug, Ballast.—G.
L. & Co.
Zafro, Br. s.s., 1,611, R. Rodgers, 22nd Aug.—
Manila 20th Aug, Gen.—S. T. & Co.
Carl Diederichsen, Ger. s.s., 774, H. Schlaikir,
22nd Aug.—Haiphong 18th Aug, Gen.—
J. & Co.
Hopsang, Br. s.s., 1,319, Jas. W. Hay, 22nd
Aug.—Java Ports 15th Aug, Sugar.—J.
M. & Co.
Anchenarden, Br. s.s., 3,502, Bryce, 22nd Aug.—
Moji 15th Aug, Coal.—M. B. K.
Hohnstein, Ger. s.s., 1,275, H. Hamer, 22nd
Aug.—Saigon 17th Aug, Rice.—Order.
Hailan, Fr. s.s., 377, L. Andersen, 23rd Aug.—
Pakhoi and Hoihow 22nd Aug, Gen.—A.
R. M.
Borneo, Ger. s.s., 2,168, E. Muhle, 23rd Aug.—
Sandakan 19th Aug, Timber and Gen.—
M. & Co.
Ecclesia, Br. s.s., 2,385, A. M. Dormand, 23rd
Aug.—Philadelphia, U.S.A. 29th June,
Case Petroleum.—Order.
Oscar II, Nor. s.s., 2,000, R. Olsen, 23rd Aug.—
Kutchinotzu 16th Aug, Coal.—M. B. K.
Rosario, Br. sloop, 980, Vivian, 23rd Aug.—
Swatow 22nd Aug.

Clearances at the Harbour Office.

Samsen, for Swatow.
Chanwai, for West River.
Orange, for Bangkok.
Chukong, for Macao.
Namsang, for Singapore.
Tah Hing, for West River.
Kwongchow, for Canton.
Linian, for West River.
Pak Kong, for West River.
San Cheong, for Canton.
Ocampo, for Kobe.
Priolo, for Swatow.
Haimun, for Swatow.
Mausung, for Kudat.
Carl Diederichsen, for Hoihow.
Taming, for Manila.

Departures.

Tourane, for Europe.
Balloong, for Amoy.
Mathilde, for Tourane.
Samsen, for Swatow.
Orange, for Bangkok.
Kowloon, for Canton.
Tyr, for Canton.
Wosung, for Canton.
Haimun, for Swatow.
Anglo Australian, for Calcutta.
Louther Castle, for Manila.
Hinrang, for Nagasaki.
Taming, for Manila.

PREPARATIONS ARRIVED.

Per Hopsang, from Java Ports—Col. Brown,
R.E.
Per Zafro, from Manila—Messrs. Juan
Gaaspar, Francisco Gonzales, Dr. J. C. Whi-
nery, U.S.A. Mr. Crisanto Lichauco, Master
Macario Lichauco, Misses Maria Lichauco,
Josefa Lichauco, Masters Mariano Lichauco,
Jose Limlap, Messrs. Timoteo Lichauco, R.
Azeval, Mrs. Lichauco and 2 children, Mrs.
Lichauco and 2 children, Mrs. Gaspar, Capt. A.
O. Couden, U.S.N., Mr. R. T. Morrison, Miss
Couden, Mrs. Couden, Mr. Jose Camarero, Lt.
J. W. Wadlough, U.S.N., Mr. Joaquin Reve-
rendo, Miss Lucia C. Feijoo Zanetti, Messrs.
Antonio B. Zanetti, Francisco Trinidad, C. O.
Hansen, and 97 Chinese.
Per Tourane, for Hongkong from Yokohama—
Mrs. C. Clindau, Mr. and Mrs. Marcella,
and 2 infants. From Kobe—Messrs. F. Hient,
C. Carlsen, O. Bucken and G. Spillman. From
Shanghai—Mrs. E. F. X. Remedios, Capt. A.
Ross, U.S.N., Miss Clara Marcovitz, Dogliano,
A. B. Ross, Messrs. R. D. Watt, W. J. Tur-
bull, Lalucque, G. Lorenzo, G. Canerello and
Pasola. From Saigon from Yokohama—Mrs.
Sabas. From Shanghai—Sister Rose, Messrs.
Fortin, Jeanne De Thomas, Bogliano, Le
Gaoniat, Gustiniani, Lescaux, J. Vignani and
Sollier. For Singapore from Yokohama—Mr.
and Mrs. D. Wilkins, and Mrs. Rochcam.
From Kobe—Mrs. M. Matsushita, Messrs. T.
Hishimura, H. Muraano and child, G. Wada,
C. Ogawa, N. Aida, G. Vaz, P. Morris, H.
Rodriguez, N. Grant, Reyden Mohamed, Ah.
Abraham, Sima, Raphael, Osman Mustapha,
Ali Mohamed, Peter Hasei, Thos. Fox, Sidney
Philip, G. Harngton, Henry Williams, John
Joseph, Lams Abdul Moham, Maria Aaser and
child.

Shipping Report.

Str. Ecclesia from Philadelphia.—Fine to
moderate throughout.

Str. Kwangsi from Shanghai.—Moderate
N.E. winds, very fine.

Str. Zafro from Manila.—Light S.E. breeze
till 4 p.m. on 21st inst., then strong N.E. breeze
with moderate sea till arrival.

Str. Lightning from Calcutta.—Moderate
weather, sooke Norwegian barque *Ord* from
Hongkong to Bangkok 62 days out, all well,
Lat. 9° 16' N. Long. 109° 14' E.

Str. Eastern from Australia.—Sydney to
Brisbane strong S. and S.W. winds and squally,
thence to Port Darwin moderate S.E. winds,
with fine weather, thence to Banca Island mode-
rate E. and E.S.E. winds and fine, thence to Ma-
nila fresh N.W. W. and S.W. winds, and heavy
rain squalls, thence to Sapanos Island fresh S.W.
winds and moderate sea, thence to arrival fresh
E. and E.N.E. winds, and fine weather.

Vessels in Port.

Steamers.

Amara, Br. s.s., 1,566, C. J. Mattock, 22nd Aug.—
Saigon 18th Aug, Rice and Flour.—J.
M. & Co.
Ataka, Br. s.s., 3,393, J. Park, 18th Aug.—New
York 15th June, Petroleum.—S. O. Co.
Changsha, Br. s.s., 2,300, T. Moore, 18th Aug.—
Sydney via Ports 19th July, Gen.—B. &
S.
Chwanshan, Br. s.s., 1,281, B. S. Lawlor, 21st
Aug.—Manila 18th Aug, Ballast.—B. &
S.
Devawongse, Ger. s.s., 1,057, Ch. Kumpel, 10th
Aug.—Bangkok 4th Aug, Rice.—B. & S.
Eastern, Br. s.s., 2,272, W. G. McArthur, 22nd
Aug.—Sydney via Ports 30th July, Gen.—
G. L. & Co.
Elisabeth Rickmers, Ger. s.s., 998, G. Gotsche,
20th Aug.—Bangkok 14th Rice.—M. &
Co.
Empress of India, Br. s.s., 3,052, O. P. Marshall,
16th Aug.—Vancouver 25th July, and
Shanghai 13th Aug, Mails and Gen.—C.
P. R. Co.
Formosa, Br. s.s., 2,915, B. W. Snow, 22nd
Aug.—London 9th July, and Singapore
17th Aug, Gen.—P. & O. S. N. Co.
Gaelic, Br. s.s., 2,691, W. Finch, M.R.R., 19th
Aug.—San Francisco 16th July, Honolulu
23rd, Yokohama 9th Aug, Kobe 11th,
Nagasaki 12th, and Shanghai 15th, Mails
and Gen.—O. & O. S. Co.
Kobichang, Ger. s.s., 1,292, S. Simonsen, 21st
Aug.—Banauk 11th Aug, Rice, Wood
and Gen.—B. & S.
Koral, Ger. s.s., 1,908, H. Hirbner, 16th Aug.—
Singapore 26th July, and Bangkok 9th
Aug, Gen.—M. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 13th Aug.—
Saigon 9th Aug, Rice and Meal.—Wo
Fat Sing.
Lightning, Br. s.s., 2,122, J. G. Spence, 22nd
Aug.—Calcutta 6th Aug, Penang and
Singapore 17th Aug, Gen.—D. S. & Co., Ld.
Loongsang, Br. s.s., 1,092, G. S. Weigall, 22nd
Aug.—Manila 19th Aug, Gen.—J. M. &
Co.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug, Timber.—J. M. &
Co.
Petraich, Ger. s.s., 1,252, Ch. Ahrens, 19th
Aug.—Saigon 19th Aug, Rice and Rice-
flour.—Wing Sing & Co.
Pitsanulok, Ger. s.s., 1,246, C. Fucha, 20th Aug.—
Swatow 19th Aug, Rice.—B. & S.
Prometheus, Nor. s.s., 1,024, H. Lersbyggen,
21st Aug.—Bangkok 14th Aug, Rice.—
Yuen Fat Hong.
Pundua, Br. s.s., 2,156, R. F. Thompson, 22nd
Aug.—Calcutta 29th July, and Singapore
17th Aug, Gen.—J. M. & Co.
Quang Nam, Fr. s.s., 710, V. Jean, 17th Aug.—
Saigon 10th Aug, Rice and Gen.—B. &
Co.
Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.—
Java Ports 30th July, Gen.—B. & S.
Shawmut, Am. s.s., 9,665, W. M. Smith, 22nd
Aug.—Tacoma 18th July, Gen.—D. & Co.,
Ld.
Sikh, Br. s.s., 3,216, James Rowley, 5th July.—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ld.
Suising, Br. s.s., 1,776, J. Young, 17th Aug.—
Pekalongan (Java) 8th Aug, Sugar.—J.
M. & Co.
Themis, Nor. s.s., 1,200, T. Thomassen, 21st
Aug.—Kobe and Moji 14th Aug, Gen.—
Yue Woo.
Triton, Ger. s.s., 1,033, H. Kluft, 22nd Aug.—
Swatow 21st Aug, Gen.—O. S. K.
Tintau, Ger. s.s., 1,002, O. Koch, 17th Aug.—
Bangkok 10th Aug, and Koh-i-chang
11th, Rice, Wood and Gen.—B. & S.
SAILING VESSELS.
Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec, 1903, Case Oil.—
S. O. Co.
E. B. Sutton, Am. ship, 1,630, Johnson, 19th
July.—Chefoo 20th June, Ballast.—Order.
Ewie T. Ray, Am. ship, 918, Katten, 8th Aug.—
Manila 20th June, Timber.—Order.
Kenmore, Br. ship, 2,134, Burch, 14th June,
—New York 10th Jan, Kerosine.—S. O. Co.
Sokoite, Br. 4-masted ship, 2,103, W. Bourke,
1st Aug.—New York 3rd April, Petroleum
—S. O. Co.
Trongate, Br. ship, 949, A. Hutton, 21st May,
—Fremantle 23rd May, Sandalwood—
Gilman & Co.
Ships Passed The Canal.
Outward—3rd August—Siyahli, *Bahama*,
Ernest Simons, *Dania*, 6th August—*Yagan*,
Telamachus, 9th August—*Blatida*, 10th
August—*Amrita*, *Balfour*, 11th
August—*Malacca*, *Pacificus*, *Santa*, *Regina*,
12th August—17th August—*Baroness*, *Dea*,
18th August—*Malla*, *Ping*, *Surya*, 19th
August—Homeward—9th August—*Benuech*, *Yang*
Tien, *Tristis*, 13th August—*Cadia*, 19th
August—*Franklin*, *Narburg*, 20th
August.
Arrivals at Home—9th August—*Sagitta*,
Bismarck, *Himalaya*, *Monmouth*, *Agave*,
13th August—*Yarra*, *Yalla*, *Sydney*,
14th August—*Glanville*, *Glanville*,
15th August—*Glanville*, *Glanville*,
16th August.

Steamers Expected.

Vessels	From	Agents	Date
Ernest Simons	Saigon	M. M.	Aug. 24
Scandia	Singapore	C. A. L.	Aug. 24
Tijlajap	Kobe	C. T. J. L.	Aug. 24
Tydeus	Singapore	B. & S.	Aug. 24
Chusan	Singapore	P. & O. Co.	Aug. 24
Yamashita	Singapore	H. A. L.	Aug. 26
Kobayakawa	Japan	P. & A. Co.	Aug. 27
Japan	Singapore	P. & A. Co.	Aug. 29
Awamori	Singapore	P. & A. Co.	Aug. 30
Chwanshan	Colombo	M. & Co.	Aug. 31
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 6
Chingtu	Sydney	B. & S.	Sept. 7

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Date
U.S.S. Pathfinder	at Kowloon Dock		
Shanghai	"	"	"
H.M.S. Leviathan	"	"	"
Lothian	"	"	"
Changsha	"	"	"
Korat	"	"	"
Devawongse	"	"	"
Tintau	"	"	"
Shantung	Comopolitan	"	"
Chwanshan	Aberdeen	"	"

Post Office.

In future, there will be one delivery of
correspondence each day on week days only
in Shaukiwan, leaving General Post Office at
noon.
Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street	8 a.m.—11 a.m.
Arsenal Street	12 p.m.—5 p.m.
	8.5 a.m.—11.5 a.m.
	2.5 p.m.—5.5 p.m.

A Mail will close for—

Canton—Per *Hankow*, 24th Aug. 7.30 A.M.
Anping—Per *Trilora*, 24th Aug. 9 A.M.
Shanghai, Kobe and Yokohama—Per *Formosa*,
24th Aug. 9 A.M.
Swatow—Per *Swatow*, 24th Aug. 10 A.M.
Shanghai, Moji and Kobe—Per *Eastern*, 24th
Aug. 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Empress*
of India, 24th Aug. 11 A.M.
Macao—Per *Huangshan*, 24th Aug. 1.15 P.M.
Amoy, Straits and Rangoon—Per *Fundua*,
24th Aug. 5 P.M.
Kongmoon, Kunchuk and Samsui—Per *Tah Hing*,
24th Aug. 5 P.M.
Namsai—Per *Taichun*, 24th Aug. 5 P.M.
Sanbu—Per *Hoi Fu*, 24th Aug. 5 P.M.
Macao—Per *Wingchai*, 24th Aug. 5 P.M.
Canton—Per *Powam*, 24th Aug. 5 P.M.
Canton—Per *Kishan*, 24th Aug. 7.30 A.M.
Swatow, Amoy and Foochow—Per *Haitan*,
25th Aug. NOON.
Macao—Per *Huangshan*, 24th Aug. 1.15 P.M.
Saigon—Per *Laertes*, 25th Aug. 4 P.M.
Samsui, Shiching, Takshing and Wuchow—
Per *Samsui*, 25th Aug. 4 P.M.
Kongmoon and Kunchuk—Per *Lintan*, 25th
Aug. 5 P.M.
Namsai—Per *Taichun*, 25th Aug. 5 P.M.
Sanbu—Per *Hoi Fu*, 25th Aug. 5 P.M.
Macao—Per *Wingchai*, 25th Aug. 5 P.M.
Canton—Per *Fatshan*, 25th Aug. 5 P.M.
Canton—Per *Powam*, 25th Aug. 7.30 A.M.
Manila—Per *Loongsang*, 26th Aug. 3 P.M.
Swatow, Wei-hai-wei, Chefoo and Tientsin—
Per *Kashi*, 26th Aug. 4 P.M.
Kongmoon, Kunchuk and Samsui—Per *Tah Hing*,
26th Aug. 5 P.M.
Namsai—Per *Taichun*, 26th Aug. 5 P.M.
Sanbu—Per *Hoi Fu*, 26th Aug. 5 P.M.
Macao—Per *Wingchai*, 26th Aug. 5 P.M.
Canton—Per *Hoi Fu*, 26th Aug. 5 P.M.
Canton—Per *Fatshan*, 27th Aug. 7.30 A.M.
Europe, &c., India, via Tientsin—Per
Comandor, 27th Aug. 11 A.M.
Manila—Per *Zafro*, 28th Aug. 9 A.M.
Canton—Per *Hankow*, 28th Aug. 9 A.M.
Singapore and Sourabaya—Per *Suisang*,
29th Aug. 2 P.M.
Shanghai—Per *Wosung*, 29th Aug. 4 P.M.
Manila—Per *Ruth*, 10th Sept. 9 A.M.
Port Darwin, Thursday Island, Cooktown,
 Cairns, Townsville, Brisbane, Sydney and
 Melbourne—Per *Changsha*, 13th Sept. 4 P.M.
Tientsin, &c., India, via Tientsin—Per
Empress, 14th Sept. 11 A.M.
Port Darwin, Thursday Island, Cooktown,
 Cairns, Townsville, Brisbane, Sydney, Hobart,
 Melbourne, New Zealand, Melbourne, Adelaide
 and Perth—Per *Eastern*, 17th Sept. 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Empress* of
Japan, 21st Sept. 11 A.M.

Books containing—
16 Postage Stamps of 4 cents
" " " " " " " "
" " " " " " " "
may be obtained at the counter of the General
Post Office and at Kowloon Post Office. Price
\$1.00 each book

VISITORS AT THE HOTELS.

HONGKONG.

Anderson, W. M. Martin, R. R.
Beattie, R. B. Matsuda, K.
Bingham, Mr. & Mrs. McArthur, T. P.
T. E. and child Meikle, Mr. & Mrs. E.
Birbeck, R. J. Miller, P. L.
Bisney, Miss Milton, Miss
Bissell, W. S. Moir, G. A.
Blaney, Dr. Moon, Mr. & Mrs. E. M.
Boggon, Mr. & Mrs. R. Morrison, R. J.
Bonner, E. A. Newington, A. G.
Borthwick, Mrs. R. W. North, C. J.
Boyd, W. B. Pollard, A. I.
Clark, W. G. Potter, A. E.
Cunningham, G. Powell, H. G.
Daniel, Capt. F. Rayner, F. S.
Darby, A. J. Rice, P. F.
Davies, C. J. Rosenfeld, J.
Davies, F. O. Sayer, C. Burton
Davies, Mr. J. T. Sayle, R. T. D.
Deacon, F. B. Scott, Mr. & Mrs. J. G.
Dean, G. Skott, C.
Douglas, Capt. & Mrs. J. Somerville, Geo.
Dwight, T. C. Somerville, Mrs. A.
Emerson, C. J. Soper, C. H.
Farrow, C. J. Stewart, W. M.
Fisher, H. G. Tebbitt, Miss
Fors, T. Tebbitt, R. T.
Garas, Miss L. Thomas, C. B.
Glover, C. Thornbrough, J.
Graham, F. Trimmel, W. D.
Hall, Capt. T. Wadleigh, J. W.
Hawley, R. Wall, C. W.
Hawley, R. Wall, C. W.
Hayton, J. T. Weir, Mr. and Mrs. and
Hedford, R. G. son
Icely, Rev. F. Wemyss, J. L.
Johannsen, E. Wheeler, Mr. and Mrs.
Joseph, Mr. & Mrs. E. S. C. E.
Katsch, E. A. Whinnery, Dr. J. C.
Kiene, F. Whitton, Mrs. A. M.
Lewis, A. R. and child
Liesching, Mr. & Mrs. D. Wilkins, Mr. and Mrs.
L. O. Wolff, Philip
Macdonald, D. Wright, Mr. and Mrs.
Macgowan, R. J. Gordon
Mackie, C. Gordon Zanetti, Dr. A. B.
Marriott, Dr. O.

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Aarons, H. S. Marcaldo, Mr. & Mrs.
Davies, W. E. Nigg, Capt. L.
Foreman, Mrs. J. Ough, A. H.
Foreman, J. Shepherd, Bruce
Hamblin, Capt. F. H. Sims, W. L.
Hamblin, Mrs. F. H. Steager, O.
Hawkes, U. S. N. Dr. Stephens, Mr. & Mrs.
Robt. H. M. J. D.
Jameson, J. Watt Turnbull, W. J.
Kofod, Capt. F. Vaughan, H. S.
Lawrey, Miss Wortman, A.

CONNAUGHT.

Bell, Mrs. J. Jackson, T. B.
Christie, Mr. & Mrs. D. Kirby, R. N. Capt.
Cronin, John Menabih, R.
Eyre, Mr. and Mrs. H. Newborth, R. H.
Ezekiel, R. M. Pugh, W.
Ezra, Mr. Reeves, Miss
Helme, E. B. Spratt, R. N. W. R.
Howard, E. Webb-Bowen, M.

CRAIGSBURN.

Clark, J. Lauder, P.
Dann, G. H. Melisac, Rev. T. W. and
Drayson, Mr. and Mrs. Pearce, Mrs. T. W. and
Forrest, T. S. Mrs.
Gaskell, Mr. and Mrs. Ross, W. W.
Gibson, Dr. and Mrs. Smith, Mr. E. Grant
Goode, Miss Smith, Mr. and Mrs.
Harrison, W. S. Grant
Hoag, Mrs. Woodward, Mr. & Mrs.
Hughes, Mrs. M. and children

OCCIDENTAL.

Baird, B. A. Kemp, H. N.
Barker, W. Key, Dr. F.
Bohlmann, O. Lorgensen, Mrs.
Bunner, Mr. and Mrs. McClay, A.
W. C. Peterson, Mrs. & child
Chandler, Lieut. F. Pezau, Lieut. T.
Coleman, Y. M. Robinson, H.
Command, Mr. and Mrs. Smith, H. S.
Dibrell, W. C. Stephens, H.
Harrop, H. W. Trenmann, Capt.
Hopkins, L. M.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Bahing Sea
Amphitrite	cruiser, 1st class	11,000	10	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	10	18,000	Captain R. Nelson O'Mahoney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Chempuloo

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo to the above Ports in connection with the Company's S.S. *Molavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo, into the Mail Steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Victoria*, due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
<i>Tremont</i>	9,606	T. W. Garlick	Oct. 1
<i>Tremont</i>	9,606	T. W. Garlick	...
<i>Lyra</i>	4,417	G. V. Williams	...
<i>Hyades</i>	3,753	Geo. Wright	...

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ... 9,606 (W. M. Smith) Aug. 29
Tremont ... 9,606 (T. W. Garlick) Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd August, 1904.

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH, 8, Des Voeux Road.

Hongkong, 27th June, 1904.

FOR SALE.

INCANDESCENT, Gasolene, Lamps, of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasolene and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 17th November, 1903.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., *ex S.S. Persia*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd August, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM SEATTLE, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 22nd August, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 24th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 22nd August, 1904.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GAELIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 26th instant will be subject to rent.

All Claims must be sent in to me on or before the 29th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 20th August, 1904.

NORDDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

of the NORDDEUTSCHER LOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 o'clock this afternoon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd August, at 9.30 A.M.

All Claims must reach us before the 29th of August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Underigned.

NORDDEUTSCHER LOYD,

MELCHERS & Co.,

Agents.

Hongkong, 16th August, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 19th September, 1903.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNTS.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$350,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for half-year ending 30.6.04	64%	\$548 ex div. London 67 1/2
National Bank of China, Limited (Founders)	4,453,750	£10 £1	£8 £1	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	52%	\$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	54%	\$547 1/2 buyers
China Traders' Insurance Company, Limited	24,000	\$33.33	\$25	\$151,992 \$331,344 \$324,134	Nil	\$4 for year ended 30.4.1903	64%	\$63
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 27,158	Final of £1 making £2 for 1902	...	Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	94%	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7%	\$210 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	74%	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$4,500	\$39,047	\$5 dividend & \$1 bonus for 1902	8%	\$38
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$500,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2%	\$28
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5%	\$115 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil	\$3 for year ended 30.6.1903	84%	\$35 buyers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$60,000 \$15,091	\$1,287	{ \$1.80 & b. 40 cts } { \$0.90 & b. 20 cts. } for year ending 30.4.04	6 1/2% 4 1/2%	\$38 buyers \$28 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	8 1/2%	\$155
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$450,000 £450,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2%	25/- buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10%	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 } { Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2% 7 1/2%	Tls. 47 buyers Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$190 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$3 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 2 1/2 for year ending 30.9.03	4 1/2%	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$7
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6.30 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$5 dividend and \$2 bonus for first half } year 1902	7%	\$230 ex div.
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	48,753	Tls. 7 final = Tls. 12 for year end. 30.4.04	7%	Tls. 175 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	143,732	\$5 for 2nd half year 1903	4 1/2%	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	64%	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	{ \$7 dividend }	6 1/2%	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$30,000	\$28,015	{ \$10 div. & \$2 1/2 bonus for 1902/3 }	6%	\$120 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	{ \$250,000 }		Final of \$24 making \$5 for 1903	4 1/2%	\$116 sellers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,210	Tls. 22,895	Interim of Tls. 4 for 1904	7%	Tls. 156 ex div.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2%	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$1 1/2 for 1903	4 1/2%	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8%	\$153 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2%	Tls. 112 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7%	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	Tls. 25	Tls. 25	none	\$636	\$2.60 for 1903	7 1/2%	Tls. 55
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 70
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5%	\$61 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 }	\$3,161	\$5 for second half-year 1903	7 1/2%	\$134 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6%	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 52,500	\$16,301	\$4 for year ended 30.6.03	7 1/2%	\$34 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 15,985	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	6 1/2%	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	Dr. \$4,989	\$5 for the year ending 28.2.1903	12 1/2%	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 }	\$99,177	90 cents for 1903	7 1/2%	\$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2%	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3% a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4% a/c 1898 on 6,000 shares	...	Tls. 25 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 5,658	Tls. 26,589	4% for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } { year ending 31/7/03 }	6 1/2%	\$148 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2%	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	{ Tls. 25,000 }	\$57	\$125 for year ending 30.6.1900	...	\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10	\$43,000		First year	...	\$9
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$250,000	\$32,115	\$1.50 for 1903	5%	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6%	\$104 sales
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 }	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2%	\$15 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	\$5,802	\$1,043	\$1 for 1903	11%	\$9 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$5,000	\$800	\$5 for year ended 31.7.1903	7%	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$0.80 for 1903	8 1/2%	\$9 1/2 sales
Hongkong Electric Company, Limited	30,000 30,000	\$10 \$10	\$5 \$5	none	\$1,747	{ \$1.00 } { 50 cents } for year ending 30.4.1904	6 1/2% 5 1/2%	\$15 1/2 sales \$9
Hongkong & China Gas Company, Limited	7,000	£10	£10	£2,109 £2,000	£7,625	£1 div. and 2/- bonus for 1903	...	\$60 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9%	Tls. 95 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 100,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2%	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 125,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6%	T. Tls. 140 sellers
Tientsin Nave City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T. Tls. 120 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$1,104	Final of \$1 making \$1 1/2 for 1903	11 1/2%	\$31 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,182	Final of \$5 making \$12 for year end. 29.2.04	9 1/2%	\$30 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$10,000	\$6,395	\$10 for 1903	7 1/2%	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2%	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$24	\$24	\$55,000	\$5,844	Interim of \$4 for 1904	7 1/2%	\$140 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$15,000	\$4,283	\$7 1/2 for second half-year 1903	9 1/2%	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$12,500	\$3,029	\$20 for year ending 31.1.1903	7 1/2%	\$280 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$10,000	\$560	\$1 1/2 for year ending 31.7.1903	6 1/2%	\$20 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$1,161	\$3 for 1903	8 1/2%	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£1,161	6d. per share for 1903	5 1/2%	\$5 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$10,000	\$480	{ 90 cents } { 30 cents } for year ended 31.5.1904	9 1/2% 16 1/2%	\$91 buyers \$180 buyers
Do. (Founders)	100	\$10	\$10	\$10,000			...	\$1 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$12,551	None	...	\$17 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8%	\$17 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$5,739	None	...	\$24 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	8 1/2%	\$12 buyers
Maatschappij, Limited	5,000	\$5	\$5	none	\$3,647	60 cents for year ended 31.5.04	9%	\$6 sales
Maatschappij tot Mijn. Bosch- en Landbouwexploitatie in Langkat	10,000	\$5	\$5	none	\$3,647	First year	...	\$31 buyers
Shanghai Horse Bazaar Company, Limited	5,000	Gls. 100	Gls. 100	Tls. 384,660 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10 paid 15.3.04	13%	Tls. 310 buyers
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 10,247	{ Second do. } { Tls. 5 for 1903 }	7%	Tls. 714 buyers
Central Stores, Limited	6,000	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	9%	Tls. 135 buyers
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,253	Interim of \$120 for 1904	11 1/2%	\$33 sellers
Do. (New Issue)	4,000	\$15	\$7 1/2	none	First year	Preferential of 10% per cent for 1904	7%	\$10
E. L. Mondou, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 8 for 1902	12 1/2%	\$71 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,948	Tls. 8 for 1903	12 1/2%	Tls. 140 sellers
Kait Brothers, Limited	2,000	\$100	\$100	\$25,000		\$15 for 1903	9 1/2%	Tls. 65 sales
Straits Trading Company, Limited	20,000	\$10	\$10	\$60,000	\$3,403	{ \$1 div. and 25 cents bonus for half year }	7%	\$131 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$1,206	{ \$1 div. and 25 cents bonus for half year }	7 1/2%	\$77 buyers
Maynard and Company, Limited	3,000	\$50	\$50	none	\$803	{ \$1 div. and 25 cents bonus for half year }	7 1/2%	\$100 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,000	\$50	\$50	none		{ \$1 div. and 25 cents bonus for half year }	7 1/2%	\$24 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$30,000	First year	...	\$10